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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	China	REPORT NO.	<input type="text"/> 25X1A
SUBJECT	Results of the Railway Efficiency Drive during the First Quarter of 1953	DATE DISTR.	28 October 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:

1. On 31 May 1953 T'ENG Tai-yuan, Minister of Railways, announced the results of the railway efficiency and construction program conducted during the first quarter of 1953.
 - a. Throughout China the car assemblage plan was fulfilled by 102.2 percent, a rise of 20 percent compared to the similar period of 1952. The transportation of building materials and mining equipment also exceeded the established goals. The quotas for coal, lumber and cotton, however, were not met. The Minister announced that this situation suggested an inefficient assignment of duties and utilization of labor.
 - b. All railway bureaus and administrations, with the exception of the Chengchou (N 34-45, E 113-40), Shanghai, and Liuchou (N 24-18, E 109-16) administrations, did not fulfill goals for the average time taken by a freight car between first and second loadings, particularly in coupling, uncoupling, and stopping.
 - c. All railway bureaus and administrations, excepting the Harbin, Chinchou (N 41-07, E 121-07), and Peiping administrations, exceeded their goals in locomotive assignment programs.
 - d. All railway bureaus and administrations failed to meet workshop requirements and would be required during the second quarter to fulfill goals established for the first half of 1953.
 - e. Accidents during the first quarter were comparatively serious.¹
 - f. No engineering programs for new railways were completed on time. Organization and leadership were generally ineffective, and in some instances work had not even been started.

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2. The following special commendations were awarded as a result of the drive:

a. Railway Administrations

First: Kirin (N 43-51, E 126-32) Railway Bureau, for effectively organizing raw materials, executing planned transportation programs, implementing daily inspection of labor utilization by sub-bureau directors, and completing the majority of tasks assigned.

Second: Liuchou Railway Bureau, for exceeding important goals, excepting net tonnage, ahead of schedule. This Bureau would have been rated first but for the heavy losses from accidents.

b. Railway Transportation Sub-Bureaus

First: Chengte (N 40-59, E 117-52) Transportation Sub-Bureau, for determining plans of car assemblage, explaining the meaning of planned transportation to cargo owners, and for avoiding loading and unloading in stations between termini.

Second: Nanchang (N 28-40, E 115-53) Transportation Sub-Bureau of Canton Railway Bureau.

Third: Peiping Transportation Sub-Bureau of the Peiping Railway Bureau.

c. Railway Stations

First: Kalgan (N 40-50, E 114-55) Station of the Peiping Railway Bureau, for exceeding car assemblage quotas, and for shortening running, coupling, and uncoupling times.

Second: T'aiyuan (N 37-52, E 112-35) Station of the T'aiyuan Railway Bureau, which suffered no accidents during the first quarter.

Third: T'umen (0956/0226) Station of the Kirin Railway Bureau.

d. Passenger Stations

First: Shanghai Station of the Shanghai Railway Bureau, for completing transport duties for passengers during the Spring Festival.

e. Engine Sections

First: P'inghsiang (N 27-37, E 113-50) Engine Section of the Canton Railway Bureau, for eliminating major accidents during the quarter, and for effectively reducing coal consumption.

Second: Pok'ot'u (N 48-46, E 121-53) Engine Section of the Harbin Railway Bureau.

Third: Because all other engine sections suffered major accidents, no engine section was rated third.

f. Car Sections

First: Mukden Car Section of the Harbin Railway Bureau, for saving JMP \$ 200,000,000 through austerity programs.

Second: T'aiyuan North Station of the Liuchou Railway Bureau, for inspecting and repairing passenger and cargo trains ahead of schedule, and for completing passenger and cargo car electrification programs.

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Third: Liuchou Car Section of the Liuchou Railway Bureau.

g. Public Works Sections

First: Ssup'ing (N 41-11, E 124-22) Public Works Section of the Harbin Railway Bureau, for increasing the efficiency rate of maintenance and repair by 30 percent (judges' rating for the railway vibration test reached the .12 mark).

Second: Ian (N 47-27, E 125-27) Public Works Section of the Tsitsihar (N 47-27, E 123-57) Railway Bureau, for exceeding production goals.

Third: Chengchiat'un (N 43-30, E 123-30) Public Works Section of the Chinchou Railway Bureau, for exceeding goals in the maintenance and repair of railway bridges.

h. Railway Construction Sections

First: Hsuchou (N 34-18, E 117-16) Railway Construction Section of the Tsinan (N 36-45, E 117-09) Railway Bureau, which completed duties for the whole quarter.

Second: Nanchang (N 28-40, E 115-53) Railway Construction Section of the Canton Railway Bureau, for using an average of more than 60 percent of used materials during the entire quarter.

Third: Ch'angch'un (N 43-53, E 125-20) Building Construction Section of the Harbin Railway Bureau, for exceeding its duties in maintaining and repairing buildings.

g. Electrical Affairs Sections

First: Hailar Electrical Affairs Section of the Harbin Railway Bureau, for installing approved signal equipment, completing 1,181 repairs, and for improving the quality and quantity of telecommunication machinery.

Second: Peian (N 48-13, E 126-22) Electrical Affairs Section of the Tsitsihar Railway Bureau, which suffered no accidents or delays for 68 consecutive days.

1. Comment. [redacted] during the first quarter of 1953 traffic accidents on all railways in Communist China increased 42 percent compared to the first quarter of 1952.

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